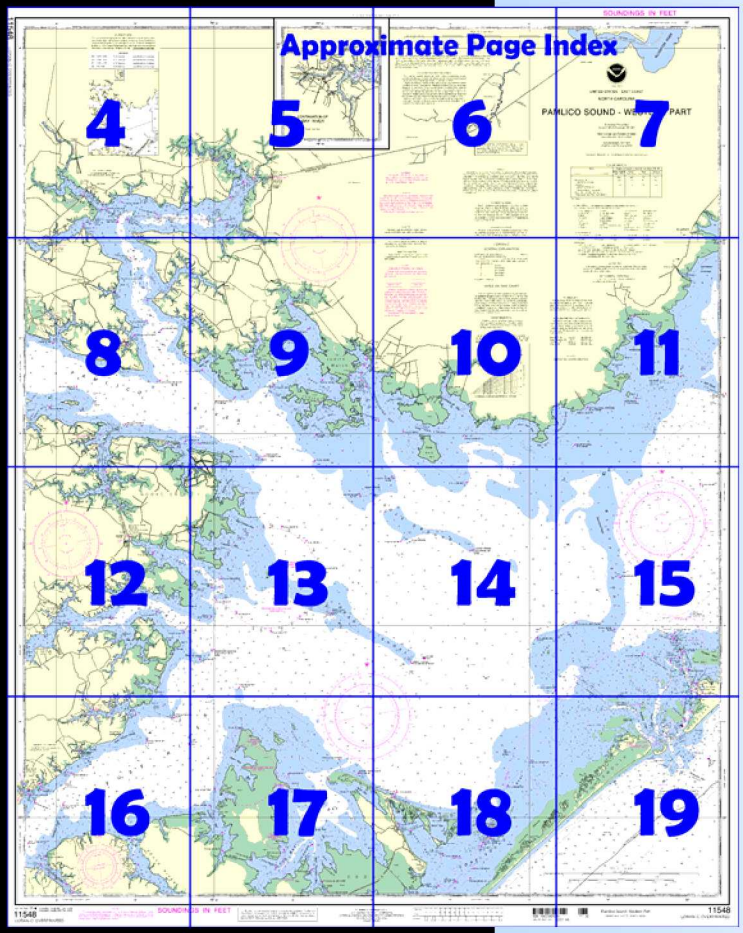
BookletChart™

Pamlico Sound - Western Part

(NOAA Chart 11548)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

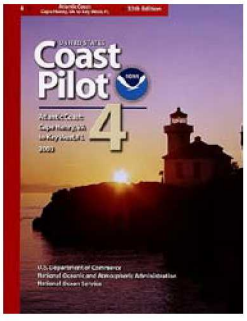
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 4 excerpts]

(167) **Pamlico Sound**. It is 65 miles long and has a maximum width of 25 miles. Oregon, Hatteras, and Ocracoke Inlets pierce the beach, giving access to the ocean, but all are blocked by inside bars with little water over them.

(170) In the exposed parts of the sound, strong winds from any direction raise a short, choppy sea uncomfortable to small craft and even dangerous to open boats; protected anchorage for small craft can be found in the bays along the northern shore, and along the southern shore in sloughs which lead to sheltered berths in the lee of shoals. Middletown Anchorage and the anchorage in the bight formed by the hook of Royal Shoal can be made either day or night, with caution.

(182) **Middletown Anchorage** has depths of 9 to 13 feet and is sheltered from eastward by Gibbs Shoal, which has 1 to 4 feet over it. The anchorage is large and easy of access. **Middletown** is reached by light-draft boats by way of **Middletown Creek.** The depth over the bar and to the bridge at Middletown was 3 feet. Vessels pass south of the light on the southeast end of Gibbs Shoal. Gasoline is obtainable in the town.

(185) **Nebraska Canal** had a depth of 1 foot. Local knowledge is advised.

(186) **Bluff Shoal** extends across Pamlico Sound. Depths of Bluff Shoal are 7 to 12 feet. A daybeacon marks the 4-foot shoal 2 miles south-southeastward of Bluff Point.

(188) **Swanquarter Narrows** had a depth of 5 feet. A light marks the western entrance.

(190) A channel leads through Swanquarter Bay to a ferry terminal basin. The channel had a depth of 5 feet. Another channel leads a boat basin at Swanquarter. The depth was 7½ feet in the entrance channel with 6½ feet available in the basin.

(191) **Swanquarter**. Gasoline, diesel fuel, water, marine supplies, and a launching ramp are available.

(192) **The Haulover,** the depth was 13 feet. A light is at each end of the cut. Local vessels use this route.

(193) **Rose Bay**. A marina is at the head. Berths, gasoline, water, marine supplies, and launching ramps are available. A light is at the entrance, and daybeacons and lights mark the best water.

(195) Pamlico River had depths of 12 feet or more to above Core Point.

(196) Above this point a channel leads to Washington, and, in Tar River, to Hardee Creek, thence to Greenville. The depth in the channel was 9 feet to above the second bridge at Washington; thence in Tar River depths of 2½ feet to Hardee Creek, except for shoaling to less than 1 foot at the entrance to Hardee Creek, and thence 2½ feet to Greenville.

(198) **Pungo River**. The channel leads through the lower 15 miles. Above the Intracoastal Waterway, the river narrows. The depth in this section was 5 feet to **Leechville**. The Route 264 bridge at Leechville has a clearance of 7 feet.

(199) **Wright Creek** is entered through a dredged channel that leads to a turning basin at the head of **North Prong**. The channel had a depth of 8 feet; thence a 4 feet in the basin.

(200) Two small marinas are on North Prong. Berths with electricity, diesel fuel, marine supplies, gasoline, and launching ramps are available.

(201) **Slade Creek** had depths of 4 feet.

(202) **Pungo Creek**. A bridge, 2.5 miles above the mouth, has a clearance of 8 feet. The creek had depths of 7 feet to the bridge and thence 5 feet for 2 miles. A light and a daybeacon mark the entrance to the creek.

(205) **Belhaven** has an excellent harbor for small craft. Marine supplies can be obtained in the town, and hotel accommodations are available.

(236) **Bay River**. The natural channel is marked by lights and daybeacons and had depths of 9 feet.

(239) **Vandemere**. Gasoline, diesel fuel, a launching ramp, and supplies are available. The depth was 8 feet to alongside the piers and 4 feet at end of railways.

(242) **Neuse River**. The river has natural depths of 13 feet or more for 25 miles above its mouth.

(243) Above this point, Neuse River has been improved by dredging. The depths were 8½ feet at midchannel to the junction with the channel leading along New Bern's south waterfront, thence 8 feet to the railroad bridge, thence 10 feet to 1.3 miles above the railroad bridge, thence 4 feet. The channel is marked to 4 miles above the city. Strangers should not navigate the river above that point.

(245) **Broad Creek;** the depth in the creek was 5 feet for 2.5 miles, thence 4 feet to Whortonsville. A light marks the entrance to the creek.

(246) **South River.** The entrance is marked by lights. The channel had a depth of 10 feet for 3 miles; thence 6 feet for 4.5 miles.

(247) The **danger zones** of bombing, rocket firing, and strafing areas are in Turnagain Bay and Rattan Bay, in Neuse River, and in Long Bay and West Bay in Pamlico Sound.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Dec. 24/05
Corrected through LNM Dec. 20/05

40 NOTE B | 52 c S:

Ocracoke Inlet Channel and Teaches Hole Channel are subject to frequent changes. Numerous buoys are not charted because they are frequently shifted in position. |

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Bern, NC	KEC-84	162.40 MHz
Cape Hatteras, NC	KIG-77	162.475 MHz
Windsor, NC	WNG-537	162.525 MHz
Mamie, NC	WWH-26	162.425 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

INTRACOASTAL WATERWAY (Chart 11553)

The project depth is 12 feet from Norfolk, Va. to Morehead City, N.C. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.602" northward and 1.277" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

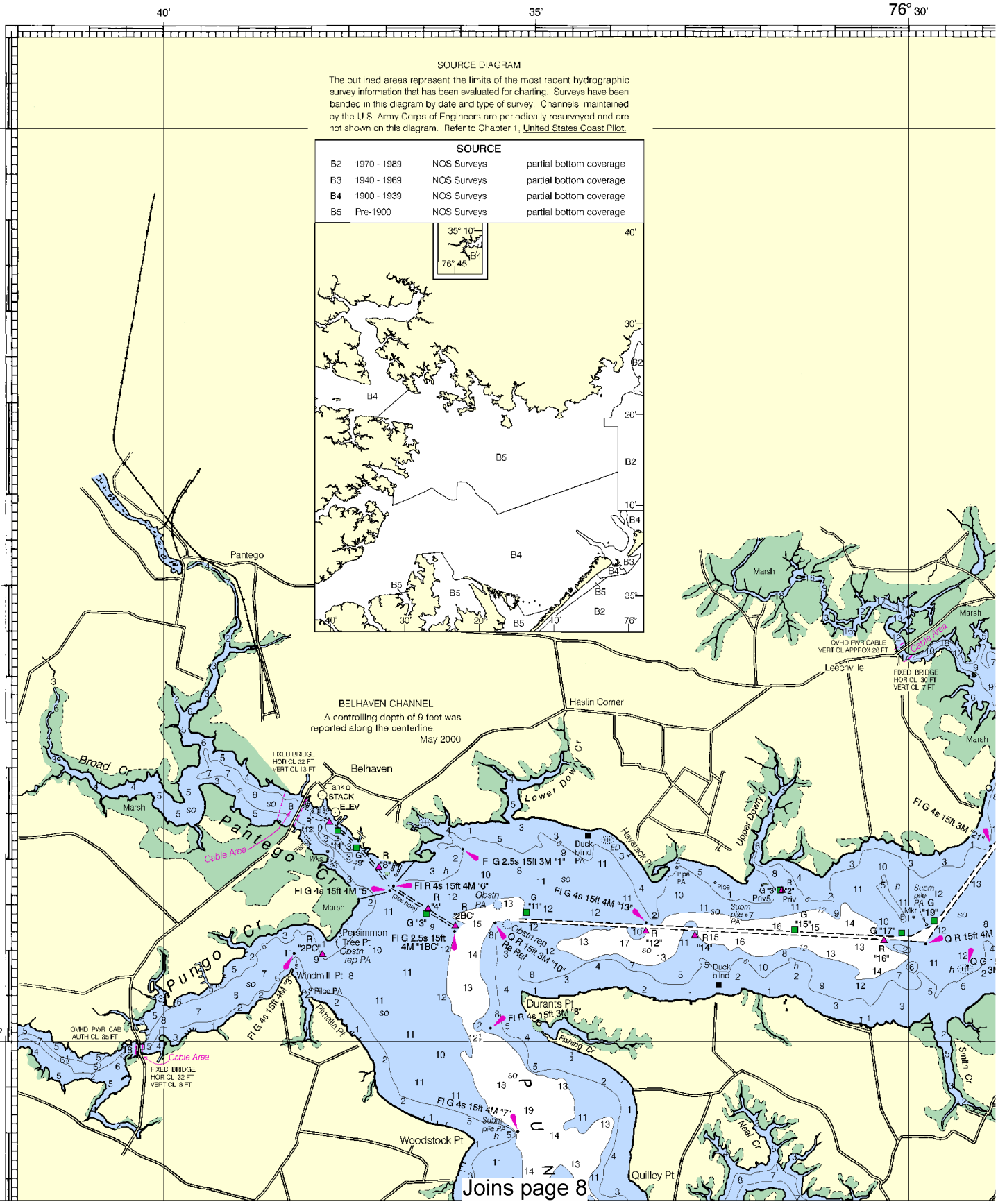
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

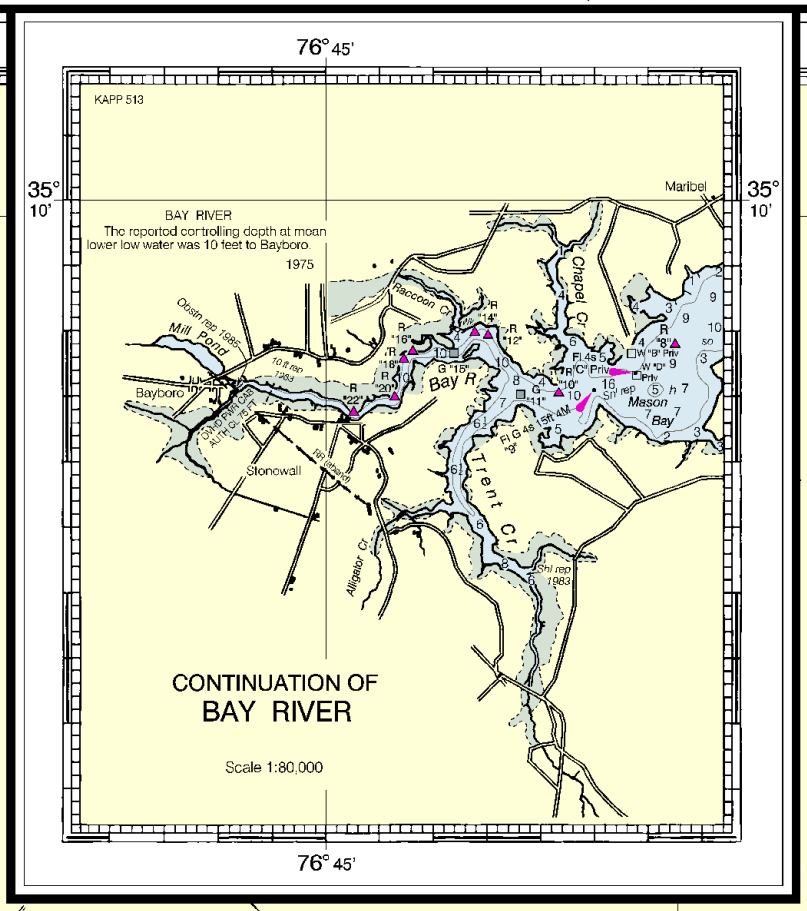


North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



15'

1 ½ 0 1

1000 0

PRINT-ON-DEMAND CHART

NOAA and its partner, OceanGrafix, offer this chart updated w and critical corrections. Charts are printed when ordered using Editions are available 5-8 weeks before their release as tradition about Print-on-Demand charts or contact NOAA at 1-800-58 help@NauticalCharts.gov, or OceanGrafix at 1-877-56CI he p@OceanGrafix.com.

HURRICANES AND TROPICAL STORMS

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Joins page 6

Cypress swamp

Canal

Ditch

Ditch

ALLIGATOR RIVER - PUNGO RIVER CANAL
INTRACOASTAL WATERWAY
(see note)

Pungo R

Rutman Cr

Canal

Fl G 4s 15ft 4M "23"

Submarine Pipeline

OVHD PWR CAB
AUTH CL 100 FT

Wilkerson Cr

Pipeline Area

FIXED BRIDGE
HOR CL 90 FT
VERT CL 54 FT

LOOKOUT TOWER

Cypress swamp

G 15ft 3M "23"

R "24"

R "22"

Marsh

Snag Pa

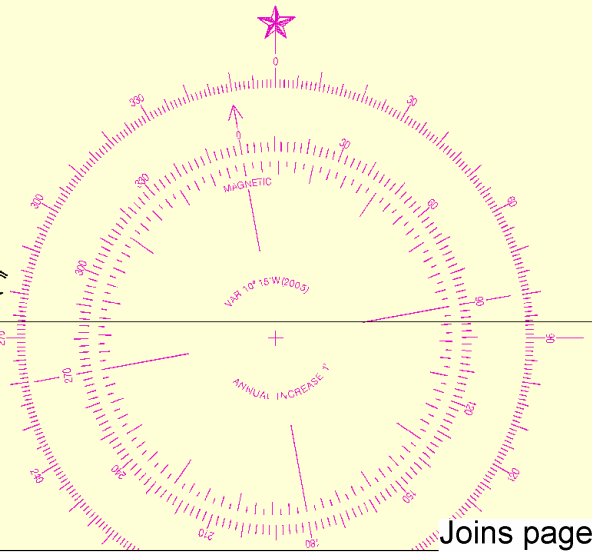
M "18"

3M "WR1"

Scranton Cr

OVHD PWR CAB

Scranton



Joins page 9

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CAUTION

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

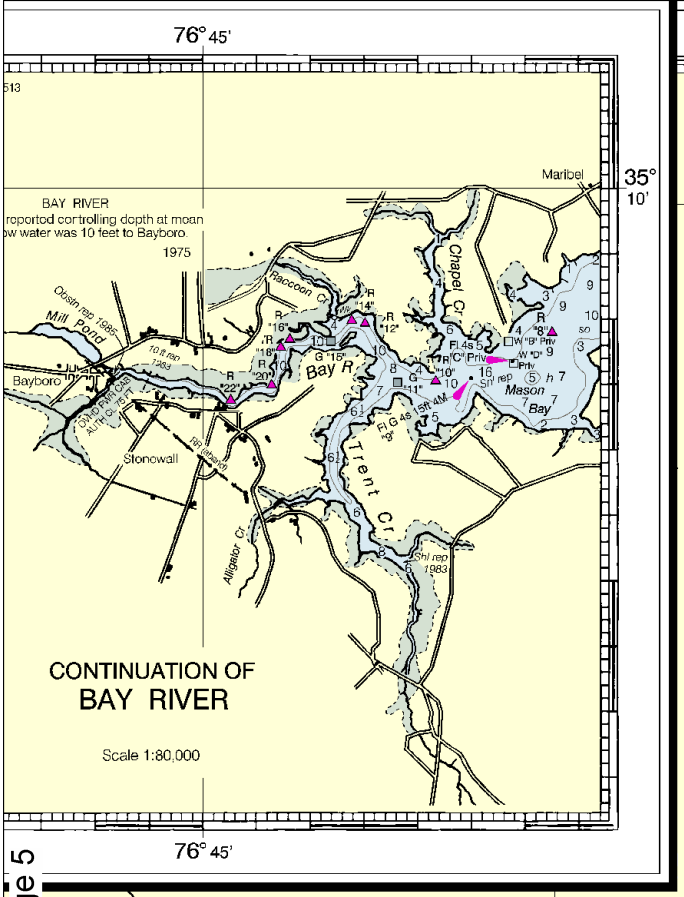
CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 1231, 1st Ed., Feb. 1914 C-1938-485 KAPP 512



Joins page 5

15'

SCALE 1:80,000

Nautical Miles

1 ½ 0 1 2 3 4

Yards

1000 0 2000 4000 6000 800

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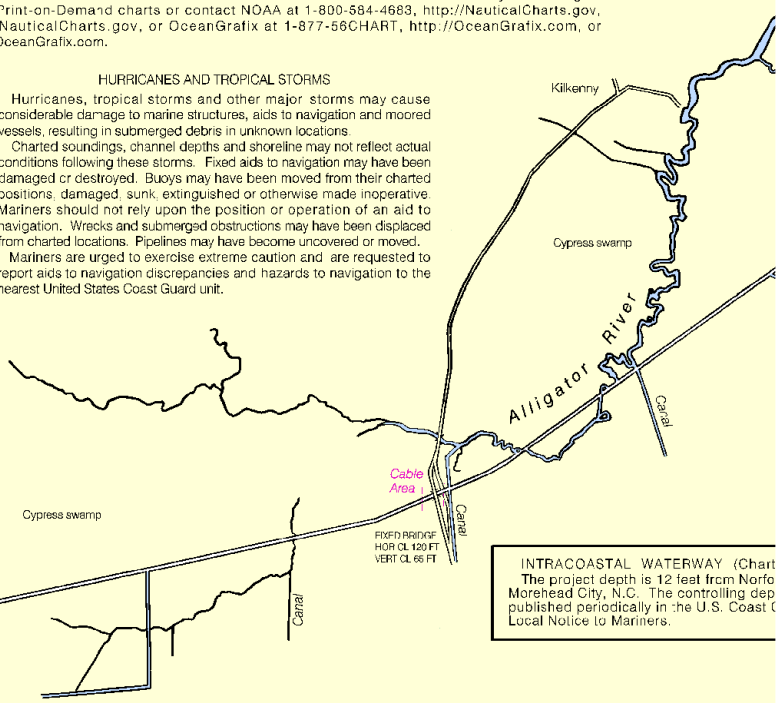

INTRACOASTAL WATERWAY (Chart

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Ditch

ALLIGATOR RIVER - PUNGO RIVER CANAL
INTRACOASTAL WATERWAY
(see note)

Cypress swamp

WARNING

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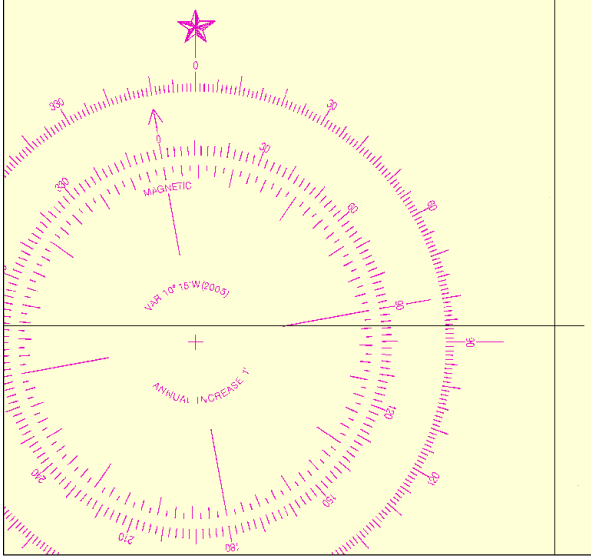

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AIDS TO NAVIGATION

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CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine cables and submarine

HORIZONTAL DATUM

The horizontal reference datum of this c American Datum of 1983 (NAD 83), which purposes is considered equivalent to the Wo System of 1984 (WGS 84). Geographic posit to the North American Datum of 1927 must an average of 0.602" northward and 1.277" agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous subst National Response Center via 1-800-424-8802 to the nearest U.S. Coast Guard facility if tele munication is impossible (33 CFR 153).

LORAN-C

GENERAL EXPLANATIC

LORAN-C FREQUENCY.....
PULSE REPETITION INTERVAL
9960.....99,600 Micr
STATION TYPE DESIGNATORS: (Not indivi letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

Joins page 10

North

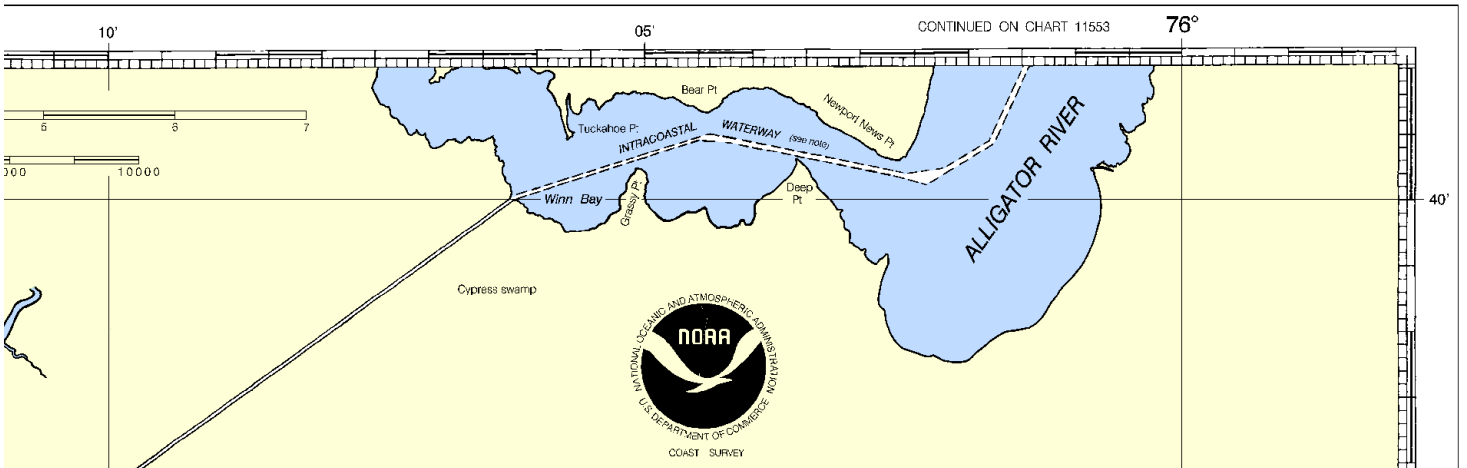
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



UNITED STATES - EAST COAST

NORTH CAROLINA

PAMLICO SOUND - WESTERN PART

Mercator Projection
Scale 1:80,000 at Lat. 35° 20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Place Name	(Lat/Long)	Heights referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Ocracoke Inlet	(35°04'N/76°01'W)	2.2	2.0	0.1	-2.0
Ocracoke	(35°07'N/75°59'W)	1.2	1.0	0.1	--.--
In Pamlico Sound, except the inlets, the periodic tide has a mean range less than one-half foot.					

(Oct 2005)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical; Al alternating; B black; Bn beacon; C can; DIA diaphone; F fixed; Fl flashing; G green; Q interrupted quick; Iso isophase; LT HO lighthouse; M nautical mile; m minutes; MICRO TR microwave tower; Mkr marker; Mo morse code; N nun; OBSC obscured; Oc occulting; Or orange; Q quick; R red; Ra Ref radar reflector; R Bn radiobeacon; R TR radio tower; Rot rotating; s seconds; SEC sector; St M statute miles; VQ very quick; W white; WHIS whistle; Y yellow

Bottom characteristics:

Blds boulders; bk broken; Cy clay; Co coral; G gravel; Grs grass; gy gray; h hard; M mud; Oys oysters; Rk rock; S sand; so soft; Sh shells; sy sticky

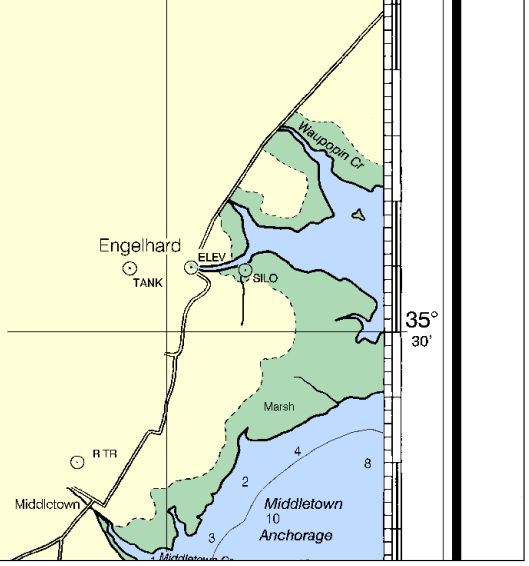
Miscellaneous:

AUTH authorized; ED existence doubtful; Obstn obstruction; PA position approximate; PD position doubtful; Rep reported; Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



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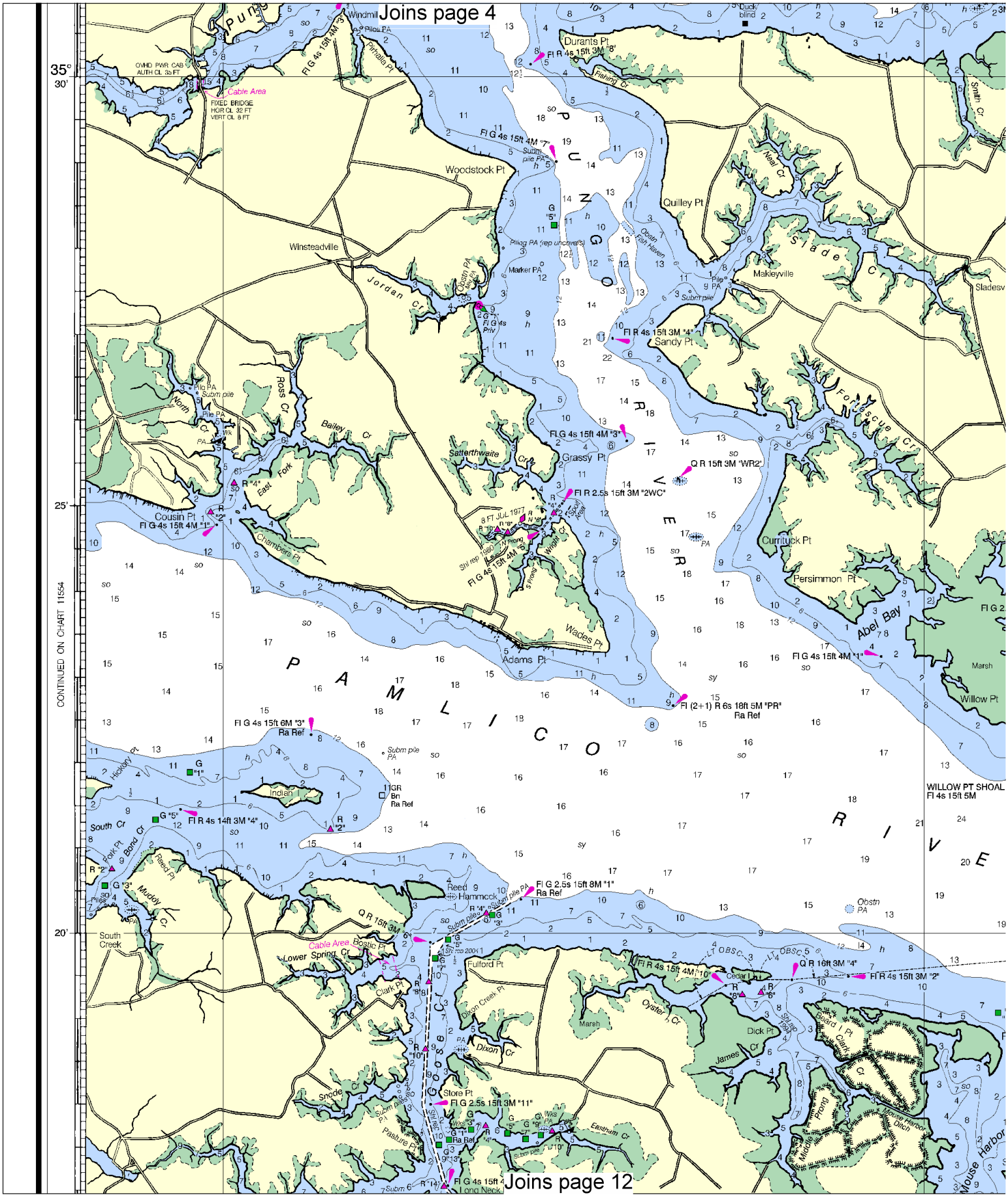


8

North

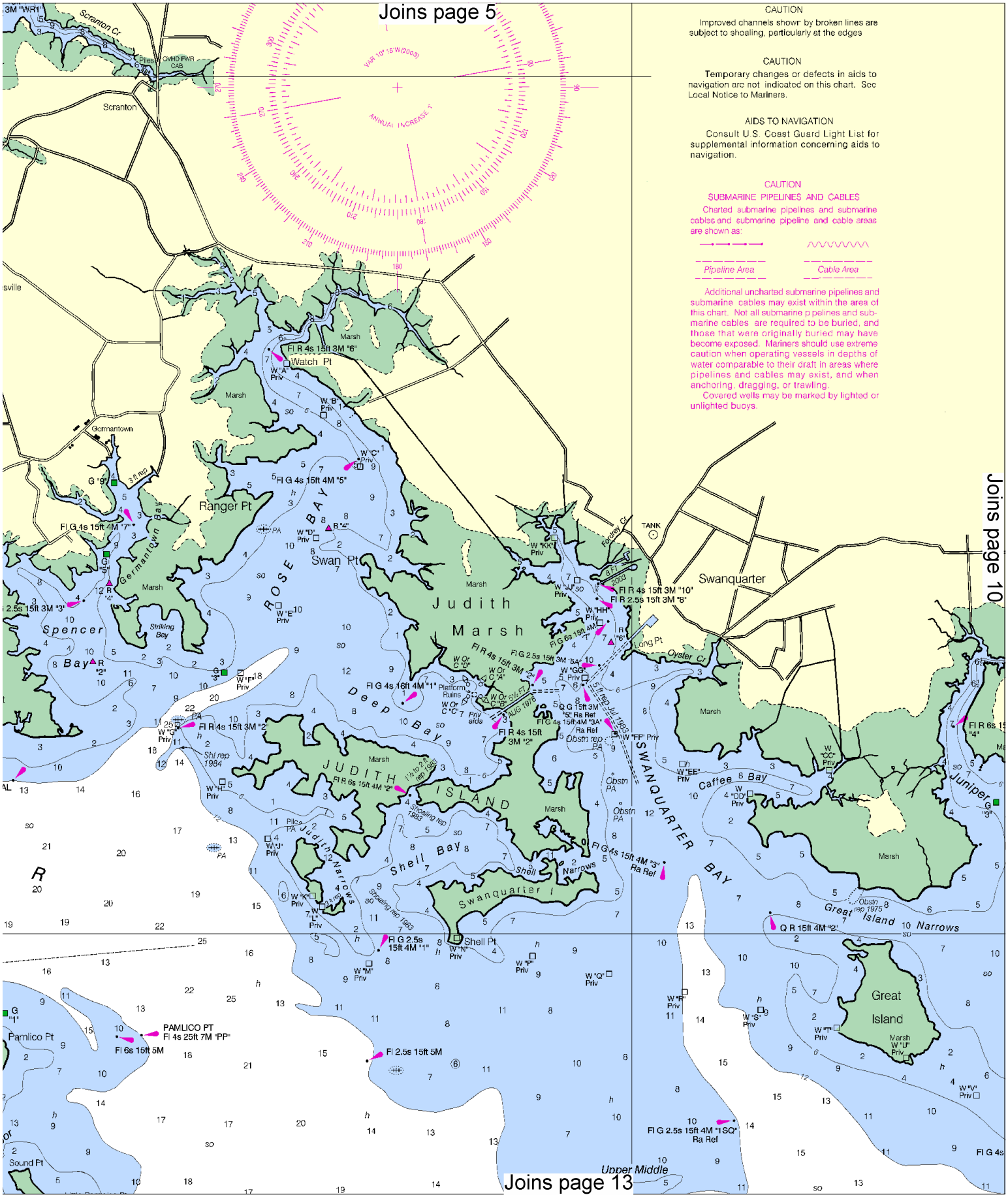
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 5
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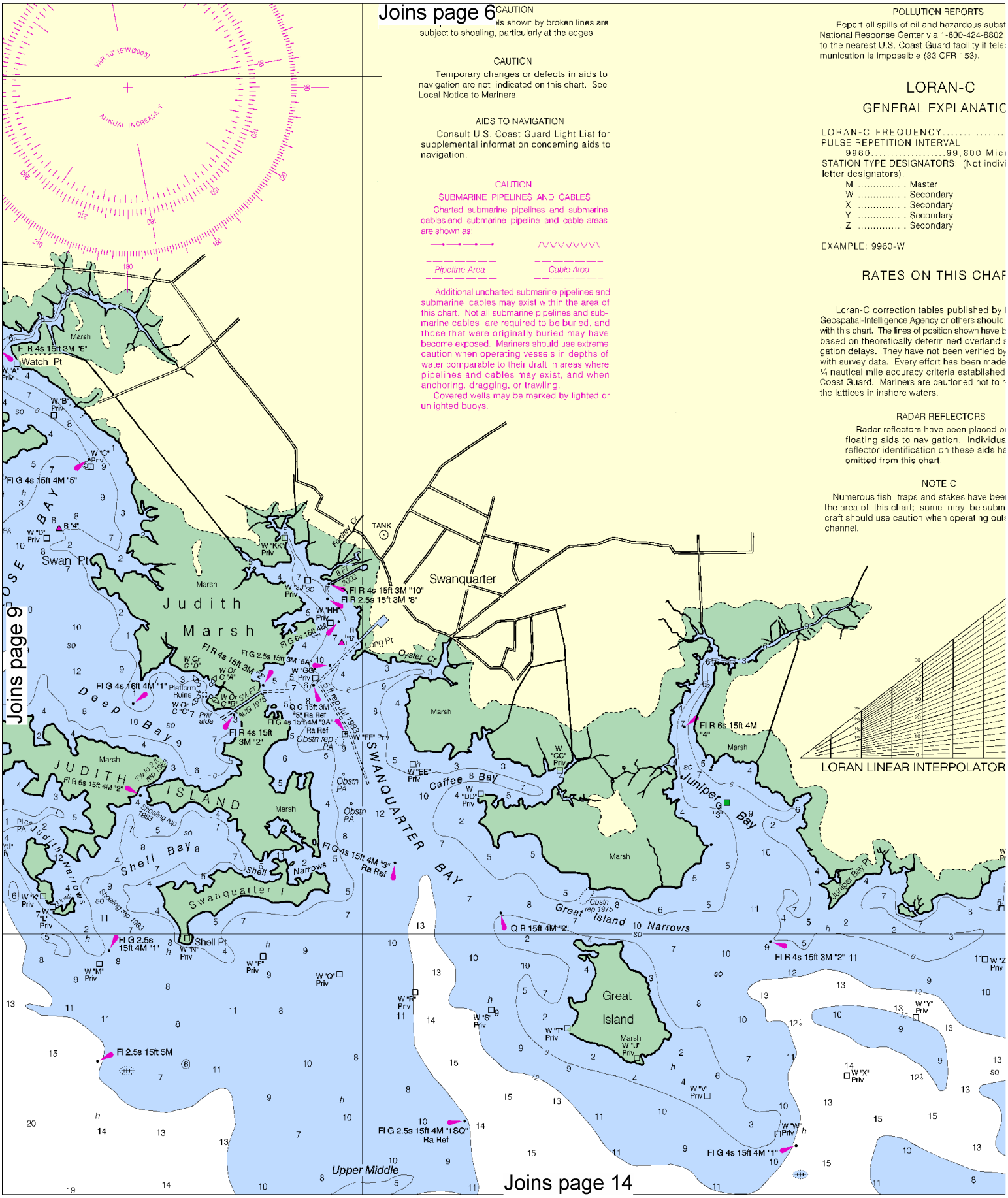
Joins page 10
Joins page 13
Scranton
Scranton Cr.
Germantown
Germantown Bay
Ranger Pt
Swan Pt
ROSE BAY
Watch Pt
Fl R 4s 15ft 3M "6"
Fl G 4s 15ft 4M "5"
Fl G 4s 15ft 4M "7"
Spencer Bay
Striking Bay
Judith Marsh
Deep Bay
JUDITH ISLAND
Shell Bay
Judith Narrows
Swanquarter I.
Shell Pt
Fl G 2.5s 15ft 4M "1"
Fl R 4s 15ft 3M "2"
Fl G 4s 16ft 4M "1"
Fl R 6s 15ft 4M "2"
Fl R 4s 15ft 3M "10"
Fl R 2.5s 15ft 3M "8"
Swanquarter
Long Pt
Oyster Cr.
Fordney Cr.
TANK
SWANQUARTER BAY
Caffee Bay
Juniper
Great Island
Narrows
Fl G 4s 15ft 4M "3"
Q R 15ft 4M "2"
Fl G 2.5s 15ft 4M "1SQ"
Pamlico Pt
PAMLICO PT
Fl 4s 25ft 7M "PP"
Fl 6s 15ft 5M
Fl 2.5s 15ft 5M
Sound Pt
Upper Middle



10

North

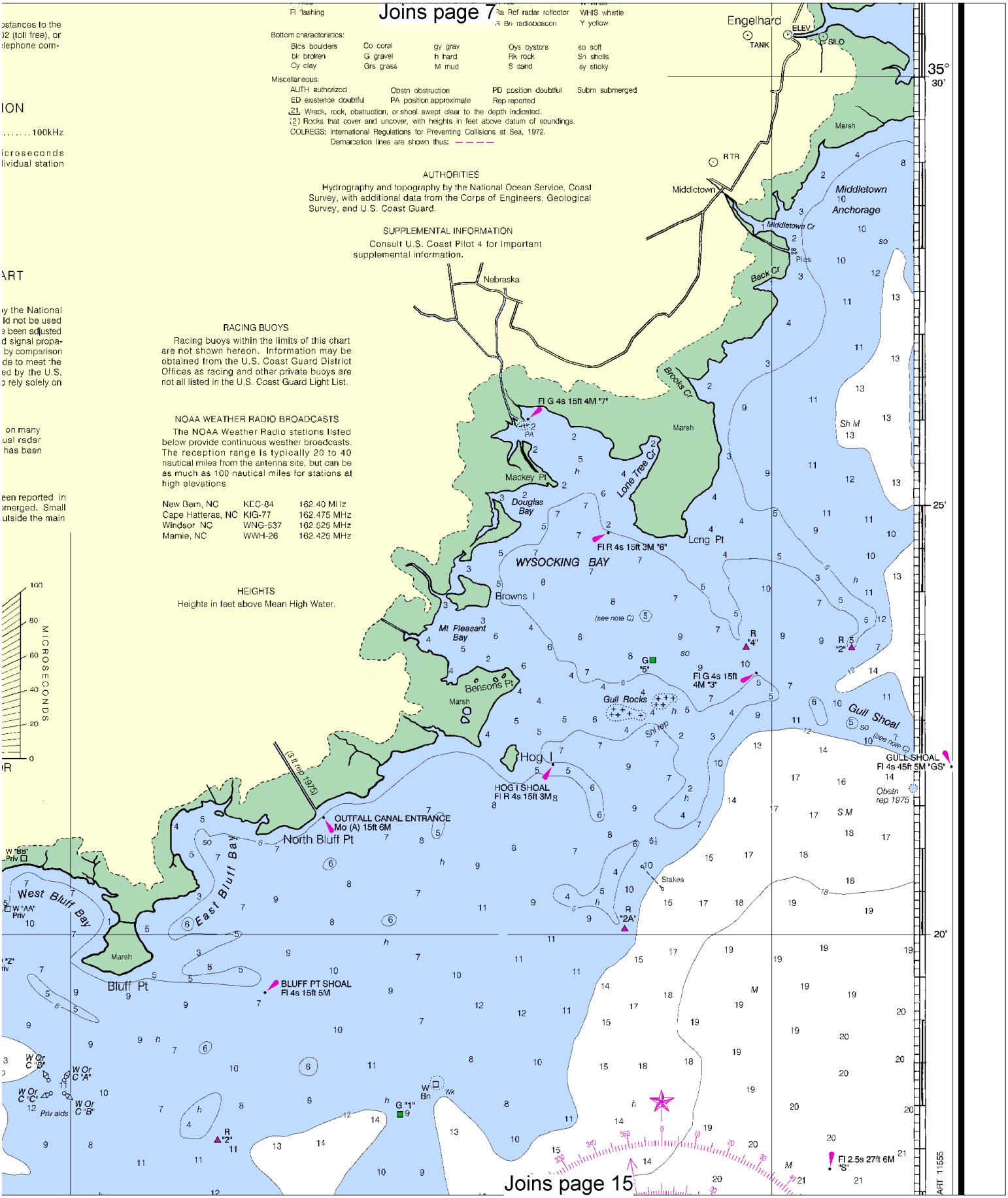
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

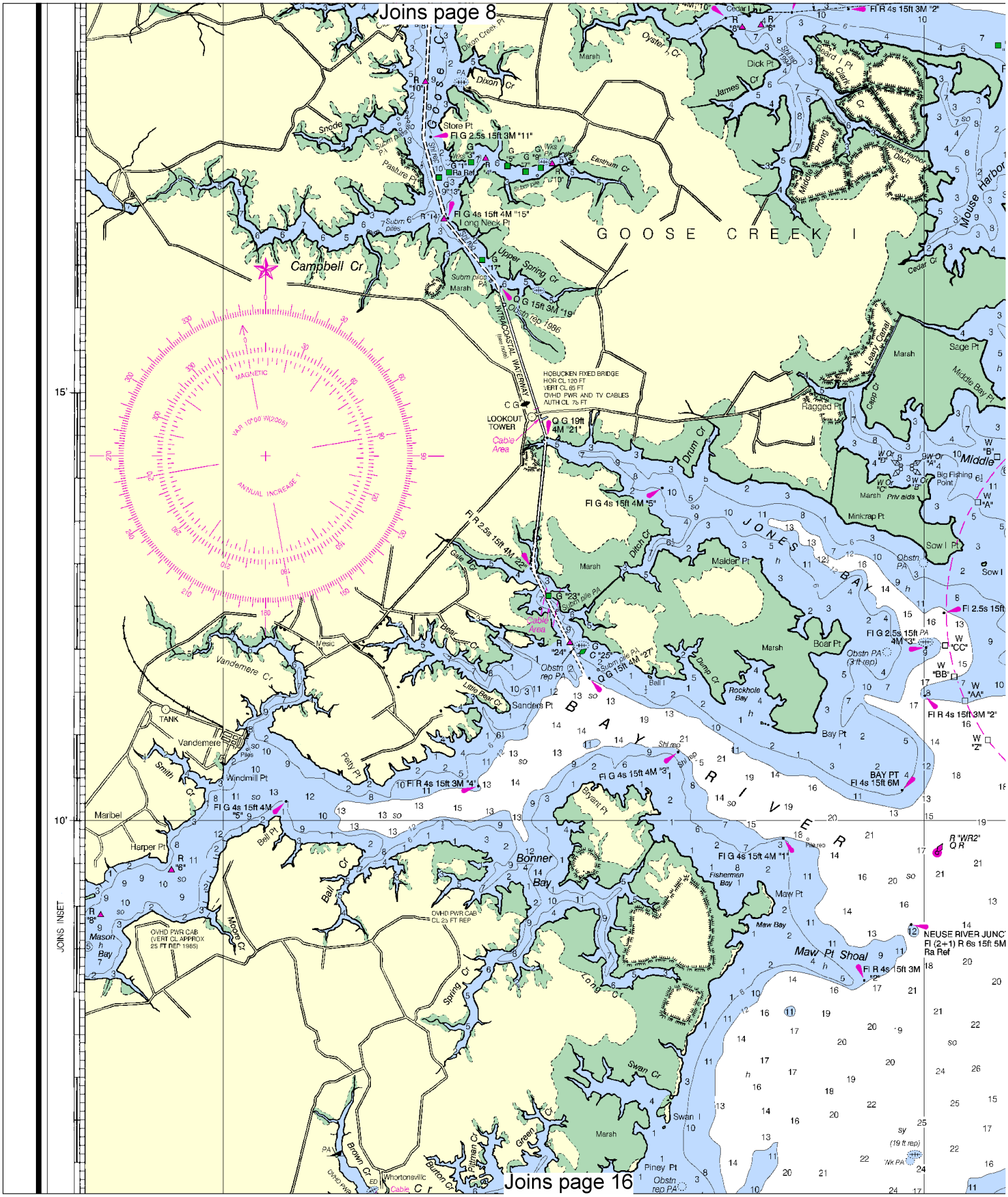
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 7
Fl flashing
Ra Ref radar reflector
R Bn radiobeacon
WHIS whistle
Y yellow
Bottom characteristics:
Blcs boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
New Bern, NC KEC-84 162.40 MHz
Cape Hatteras, NC KIG-77 162.475 MHz
Windsor NC WNG-537 162.525 MHz
Mamie, NC WWH-26 162.425 MHz
HEIGHTS
Heights in feet above Mean High Water.
MICROSECONDS
Engelhard
TANK
ELEV
SILO
Marsh
R TR
Middletown
Middletown Anchorage
Middletown Cr
Piles
Beck Cr
Nebraska
Brooks Cr
Fl G 4s 15ft 4M "7"
PA
Mackey Pt
Lone Tree Cr
Douglas Bay
Long Pt
Fl R 4s 15ft 3M "6"
WYSOCKING BAY
Browns I
(see note C)
Mt Pleasant Bay
Bensons Pt
R "4"
R "2"
G "5"
Fl G 4s 15ft 4M "3"
Gull Rocks
Shl rep
Gull Shoal
(see note C)
GULL SHOAL Fl 4s 45ft 5M "GS"
Obstn rep 1975
Hog I
HOG I SHOAL Fl R 4s 15ft 3M
(3 ft rep 1975)
OUTFALL CANAL ENTRANCE Mo (A) 15ft 6M
North Bluff Pt
East Bluff Bay
West Bluff Bay
Bluff Pt
BLUFF PT SHOAL Fl 4s 15ft 5M
Stakes
R "2A"
G "1"
Fl 2.5s 27ft 6M "S"
Joins page 15
35°
30'
25'
20'
ART 11555

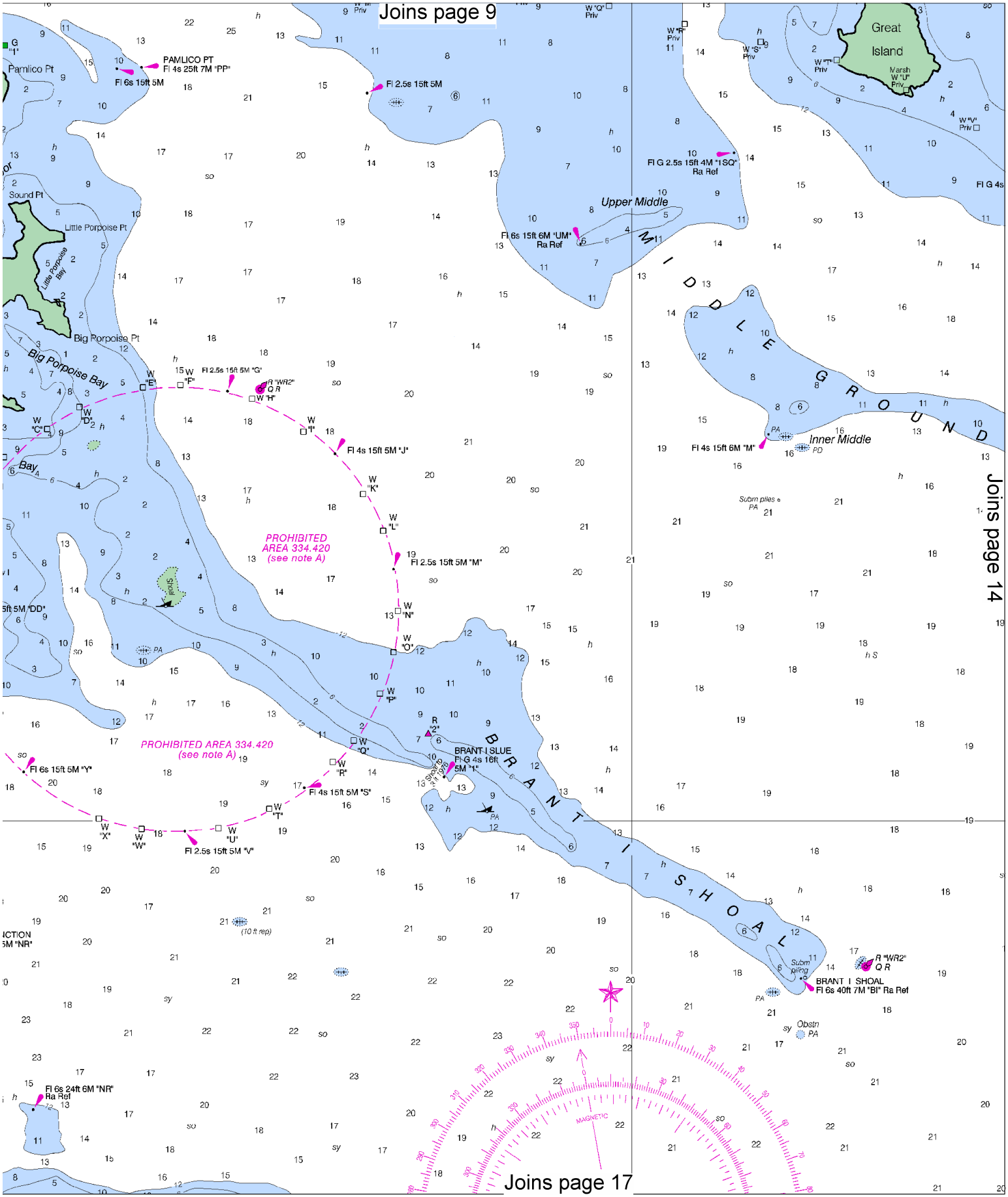


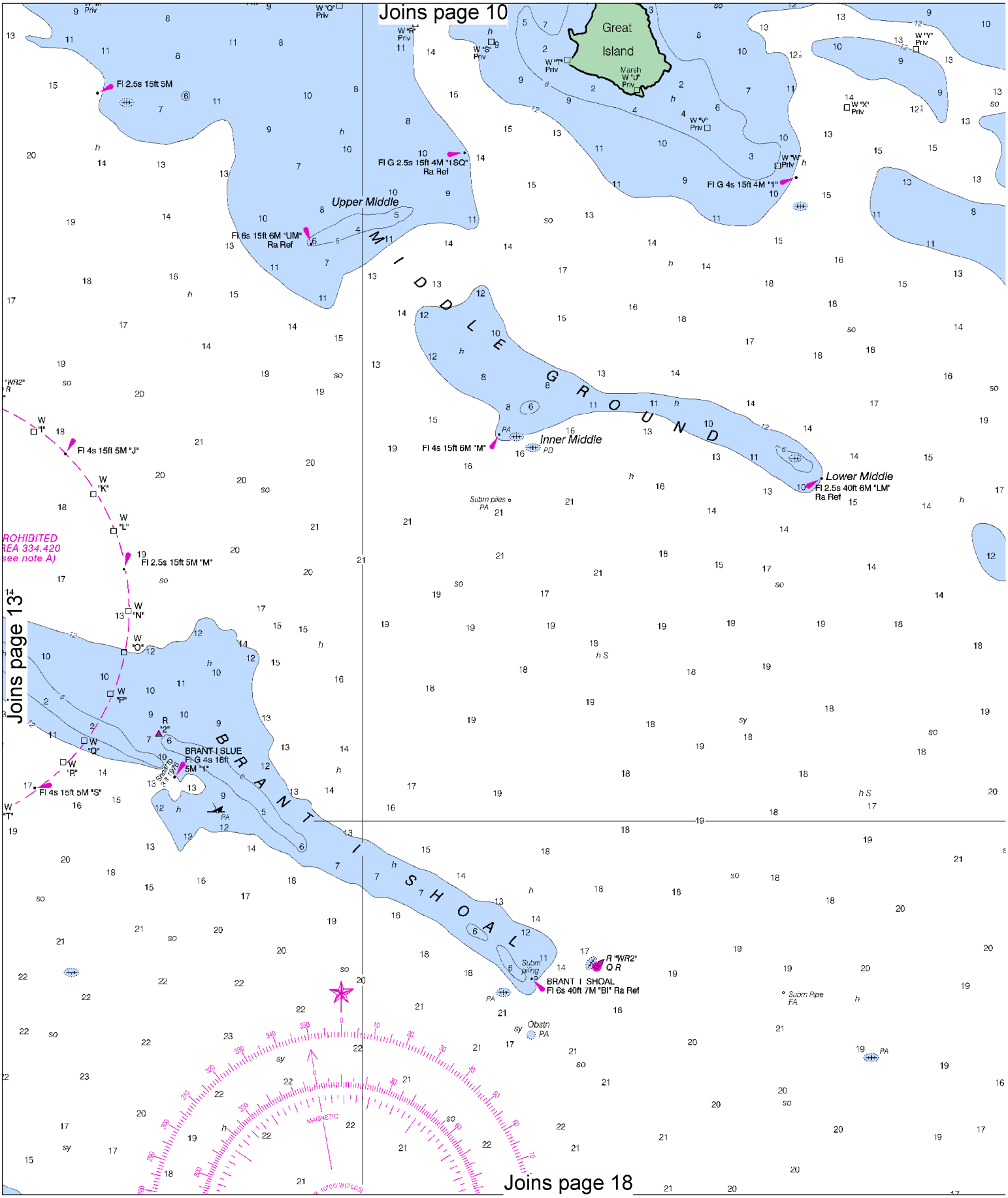
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000


Joins page 9
Joins page 14
Joins page 17
PAMLICO PT
Fl 4s 25ft 7M "PP"
Fl 6s 15ft 5M
Fl 2.5s 15ft 5M
Fl G 2.5s 15ft 4M "1SQ"
Ra Ref
Fl 6s 15ft 6M "UM"
Ra Ref
Upper Middle
Fl G 4s
Great
Island
Marsh
Pamlico Pt
Sound Pt
Little Porpoise Pt
Little Porpoise Bay
Big Porpoise Pt
Big Porpoise Bay
Bay
Fl 2.5s 15ft 5M "G"
R "WR2"
Q R
Fl 4s 15ft 5M "J"
Fl 2.5s 15ft 5M "M"
Fl 4s 15ft 6M "M"
Inner Middle
PROHIBITED
AREA 334.420
(see note A)
Shoal
Fl 6s 15ft 5M "Y"
Fl 4s 15ft 5M "S"
Fl 2.5s 15ft 5M "V"
BRANT I SLUE
Fl G 4s 16ft
5M "1"
Fl 6s 15ft 5M "DD"
Fl 6s 24ft 6M "NR"
Ra Ref
(10 ft rep)
Subm piles
Subm piling
BRANT I SHOAL
Fl 6s 40ft 7M "BI" Ra Ref
Obstn
MAGNETIC
MIDDLE GROUND
BRANT I SHOAL



14

North

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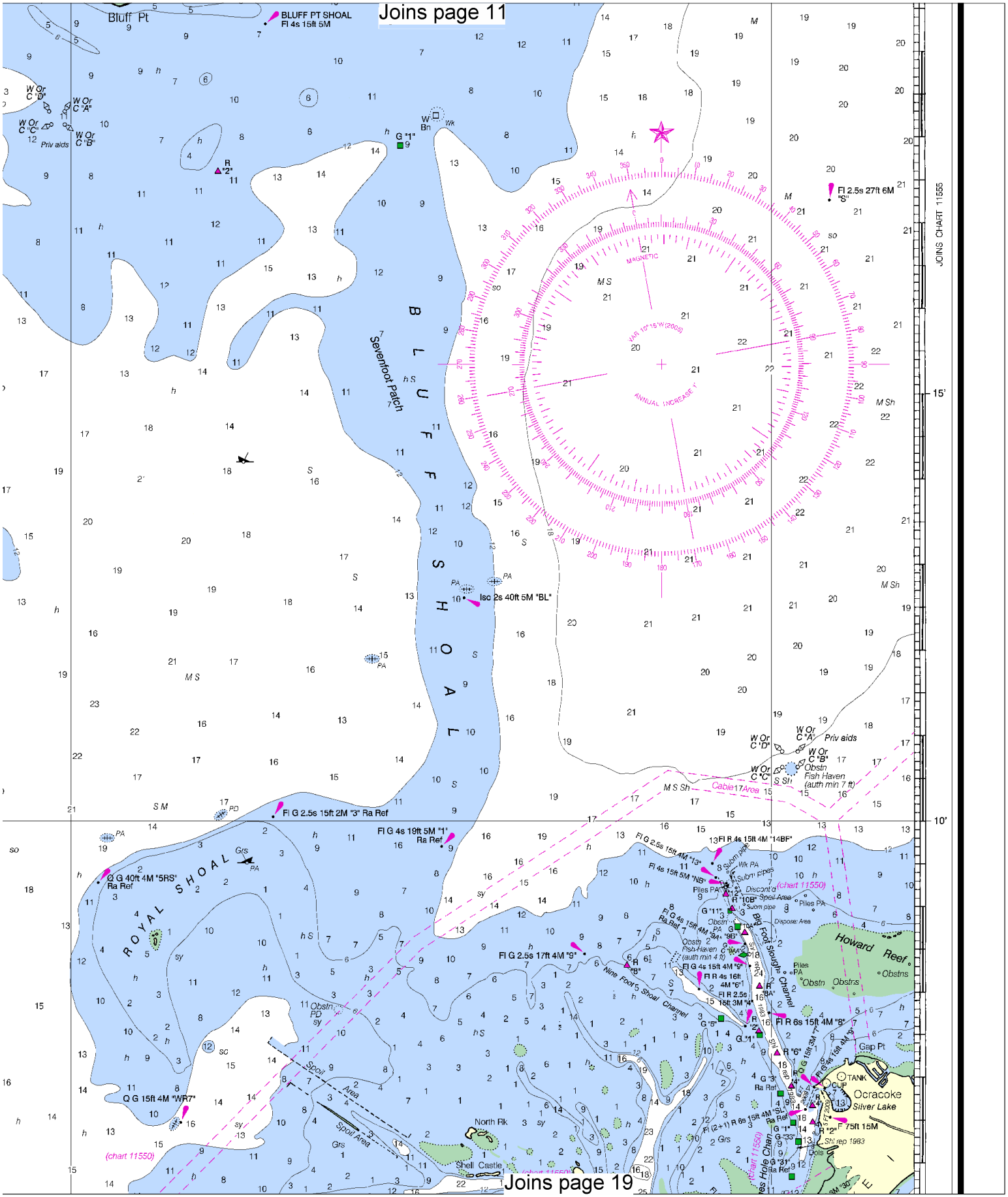
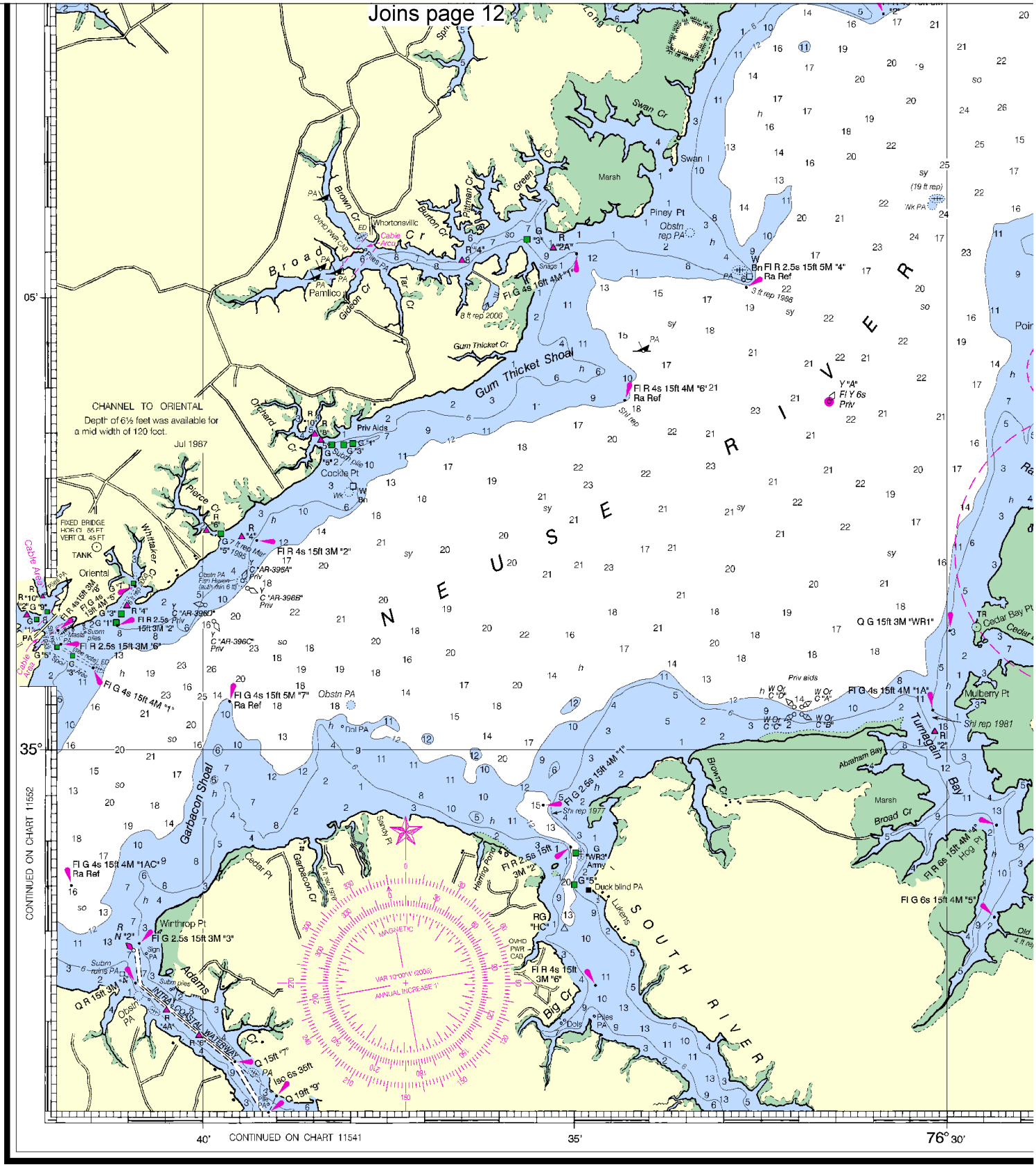
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 11
BLUFF PT SHOAL
Fl 4s 15ft 5M
Bluff Pt
Priv aids
W Or C "D"
W Or C "A"
W Or C "C"
W Or C "B"
G "1"
R "2"
Fl 2.5s 27ft 6M "S"
Seafoot Patch
BLUFF SHOAL
Iso 2s 40ft 5M "BL"
MAGNETIC
VAR 10° 15'W (2005)
ANNUAL INCREASE 1'
JOINS CHART 11555
15'
10'
Fl G 2.5s 15ft 2M "3" Ra Ref
Fl G 4s 19ft 5M "1" Ra Ref
Q G 40ft 4M "5RS" Ra Ref
ROYAL SHOAL
Fl G 2.5s 17ft 4M "9"
Nine Foot Shoal Channel
Big Foot Slough Channel
Howard Reef
Fl R 6s 15ft 4M "8"
Gap Pt
TANK
CUP
Ocracoke
Silver Lake
Q G 15ft 4M "WR7"
North Rk
Shell Castle
Spoil Area
(chart 11550)
Joins page 19



40th Ed., Dec./05 ■ Corrected through NM Dec. 24/05
Corrected through LNM Dec. 20/05

11548

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FEET

North

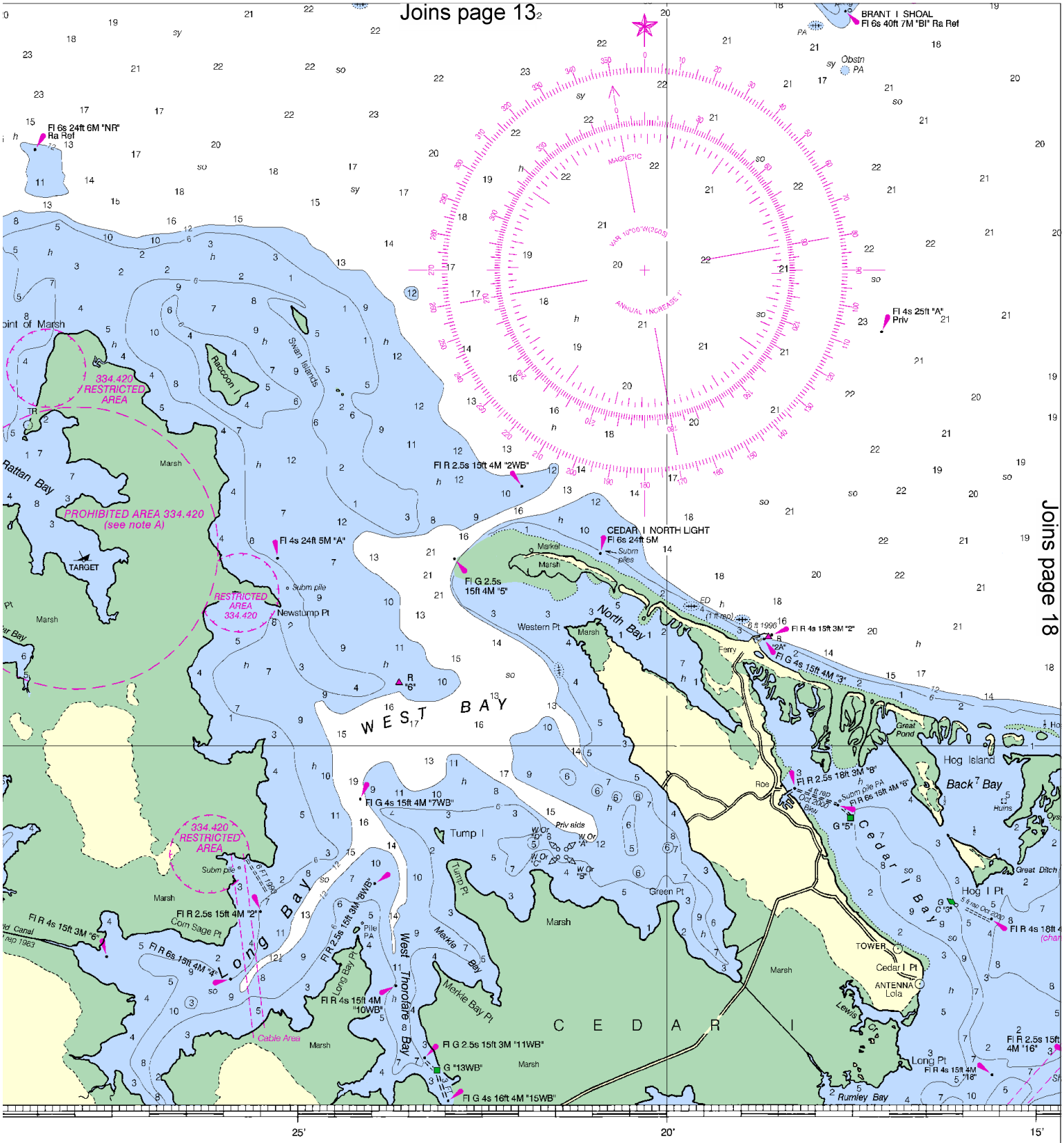
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
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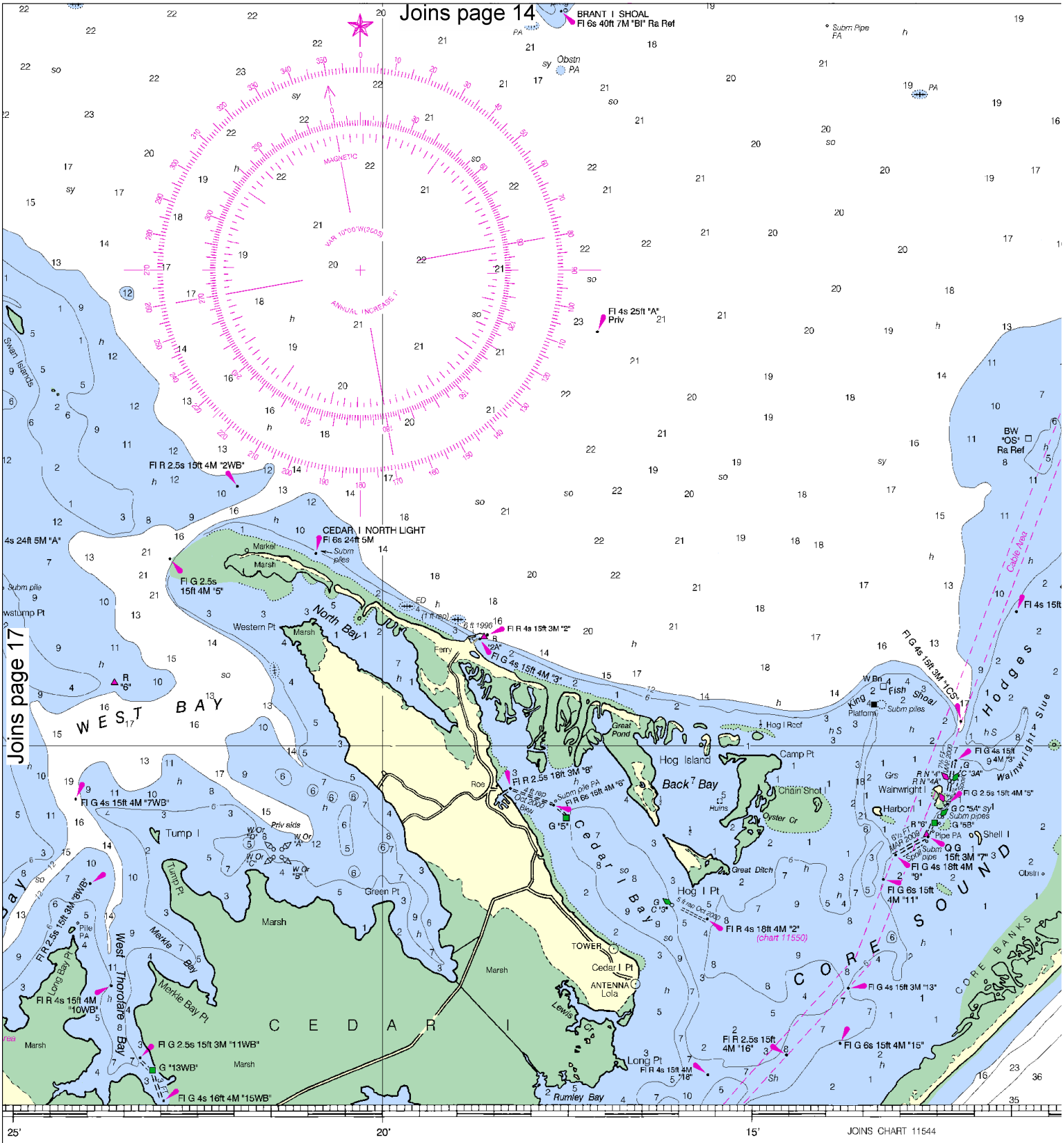
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	
FEET	6	12	18	24	30	36	42	
METERS	1 2	3	4	5	6	7	8	9 10 11 12 13



fe navigation. The National
dditions, or comments for
(N/CS2), National Ocean

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

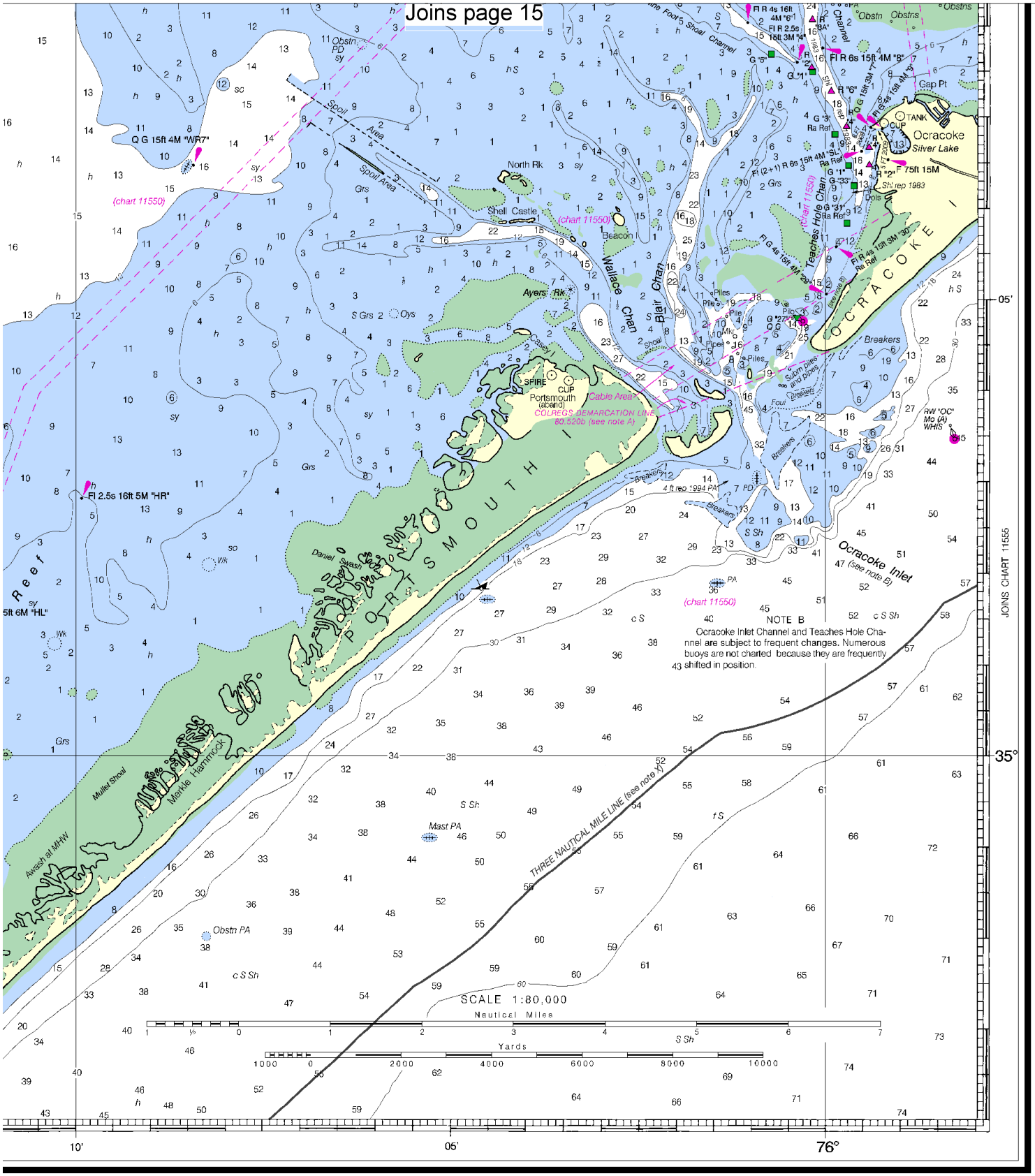
FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



NSN 7642014010216
NGA REFERENCE NO. 11XCO11548
ED. NO. 40

Pamlico Sound - Western Part
SOUNDINGS IN FEET - SCALE 1:80,000

11548
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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Ocracoke – 919-928-3711/4731
Coast Guard Hobucken – 919-745-3132
Coast Guard Fort Macon – 252-247-4583
Coast Guard Hatteras Inlet – 919-986-2175/76
NC Wildlife Resources Commission – 800-662-7137

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.